

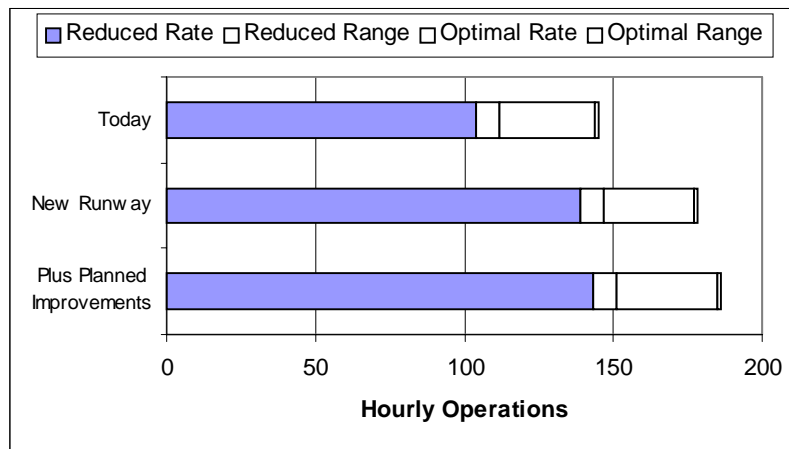
Orlando International Airport Benchmarks

- The current capacity benchmark at Orlando is 144-145 flights per hour in good weather.
- Current capacity falls to 104-112 flights (or fewer) per hour in adverse weather conditions, which may include poor visibility, unfavorable winds or heavy precipitation.
- In good weather, Orlando's scheduled traffic is below capacity throughout the day.
- In adverse weather, scheduled operations rarely exceed capacity.
- Fewer than 1% of flights are delayed more than 15 minutes at Orlando.
- A new runway, scheduled to open in 2003, is expected to improve Orlando's capacity by 23% (to 177-178 flights per hour) in good weather and by 34% (to 139-147 flights per hour) in adverse weather.
- The planned new runway is expected to improve Orlando's capacity benchmark by 23% (177-178 flights per hour) in good weather and by 34% (139-147 flights per hour) in adverse weather.
- In addition, technology and procedural improvements, when combined with the new runway, are expected to increase Orlando's capacity benchmark by 28% (185-186 flights per hour over the next 10 years) while the adverse weather capacity benchmark will increase by 38% (143-151 flights per hour).
- These capacity increases could be brought about as a result of:
 - ADS-B/CDTI (with LAAS), which provides a cockpit display of the location of other aircraft and will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes, which allow a more consistent flow of aircraft to the runway.
 - Triple simultaneous instrument approaches with the new runway.
- Demand at Orlando is projected to grow by 42% over the next decade. Despite this high growth rate, Orlando's current ample capacity and planned improvements indicate that delays should not be a problem in the future.

Airport Capacity Benchmarks – These values are for total operations achievable under specific conditions:

- **Optimum Rate** – Visual Approaches (VAPS), unlimited ceiling and visibility
- **Reduced Rate** – Most commonly used instrument configuration, below visual approach minima

Scenario	Optimum Rate	Reduced Rate
Today	144-145	104-112
New Runway	177-178	139-147
Plus planned improvements	185-186	143-151



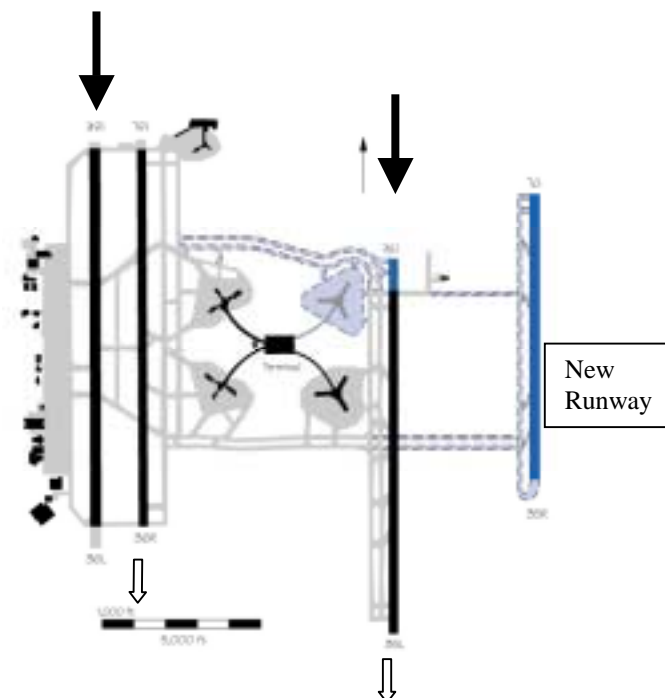
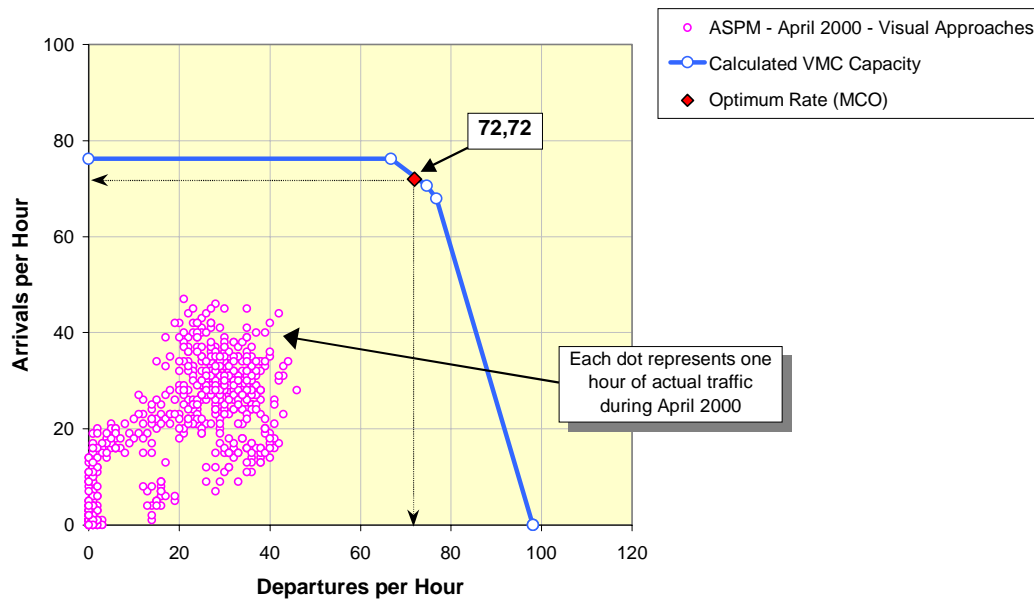
- The benchmarks describe an achievable level of performance for the given conditions, which can occasionally be exceeded. Lower rates can be expected under adverse conditions. Note: In some cases, facilities provided separate unbalanced maximum arrival and departure rates.
- Planned Improvements include:
 - ADS-B/CDTI (with LAAS) – provides a cockpit display of the location of other aircraft. This will help the pilot maintain the desired separation more precisely.
 - FMS/RNAV Routes – allows more consistent delivery of aircraft to the runway threshold.
 - Triple simultaneous instrument approaches with the new runway.
- Benefits from Planned Improvements assume that all required infrastructure and regulatory approvals will be in place. This includes aircraft equipage, airspace design, environmental reviews, frequencies, training, etc. as needed.
- **Note:** These benchmarks do not consider any limitation on airport traffic flow that may be caused by non-runway constraints at the airport or elsewhere in the NAS. Such constraints may include:
 - Taxiway and gate congestion, runway crossings, slot controls, construction activity
 - Terminal airspace, especially limited departure headings
 - Traffic flow restrictions caused by en route miles-in-trail restrictions, weather or congestion problems at other airports

These values were calculated for the Capacity Benchmarking task and should not be used for other purposes, particularly if more detailed analyses have been performed for the individual programs.

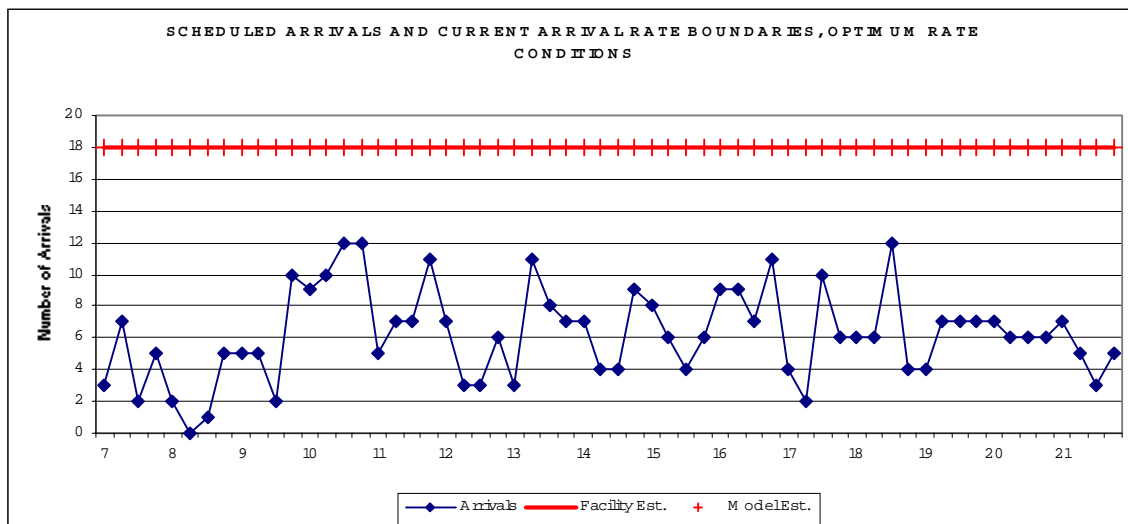
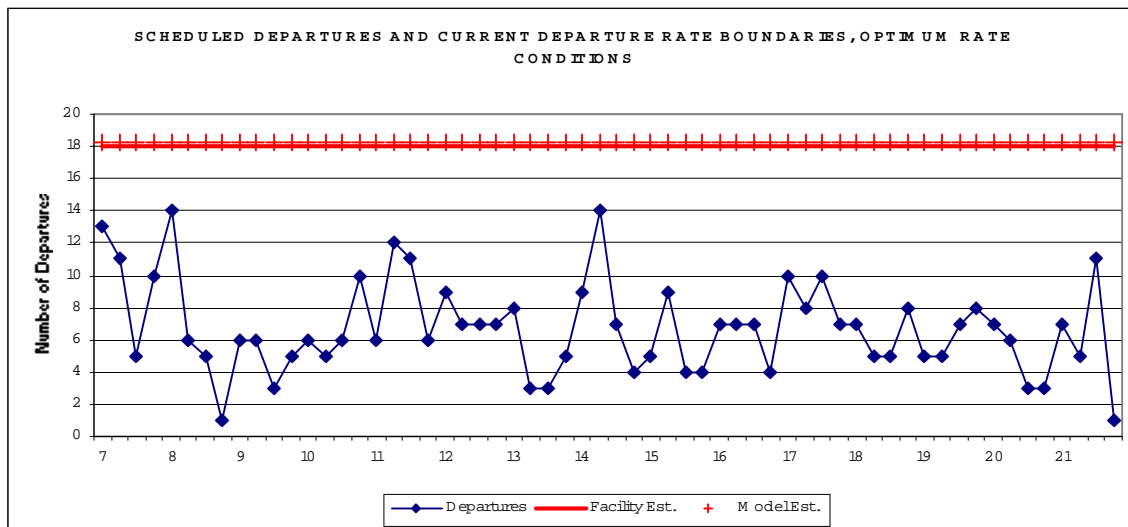
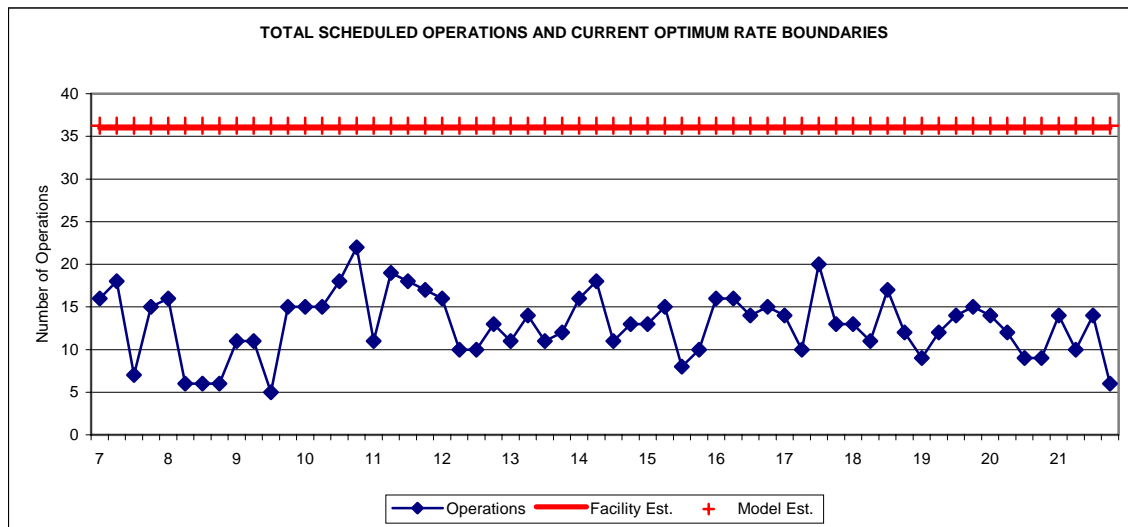
The list of Planned Improvements and their expected effects on capacity does not imply FAA commitment to or approval of any item on the list.

Current Operations – Optimum Rate

- Visual approaches, visual separation - Optimum rate of (72, 72) was reported by the facility
- ASPM data is actual hourly traffic counts
- Solid line represents the expected limit of hourly operations

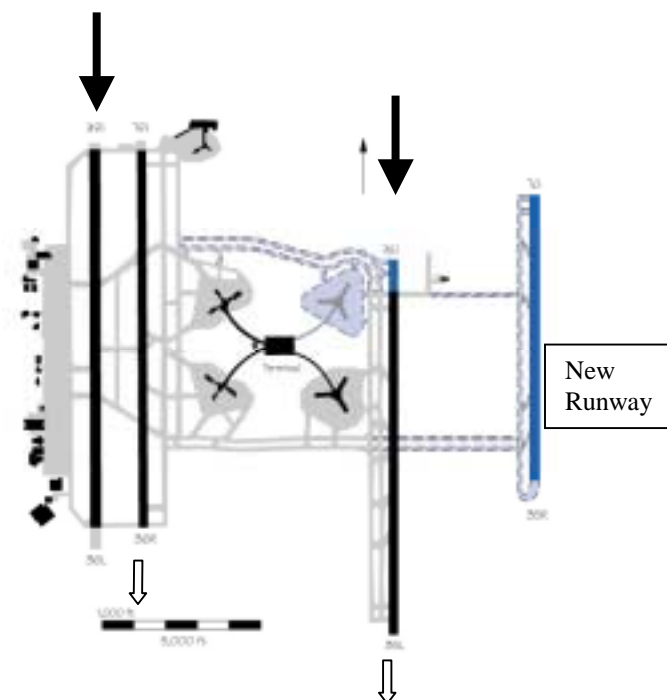
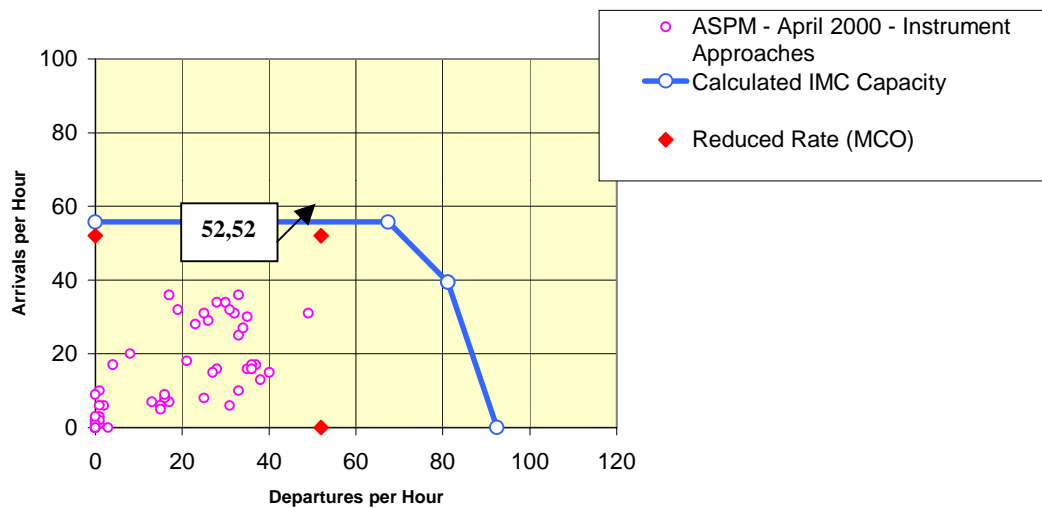


Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Optimum Rate Conditions



Current Operations – Reduced Rate

- Instrument approaches (below Visual Approach Minima)
 - Reduced rate of (52, 52) was reported by the facility
- ASPM data for “Instrument Approaches” can include marginal VFR, with higher acceptance rates
- Chart below represents observed hourly traffic and expected rates in terms of operations per hour



Scheduled Departures and Arrivals and Current Departure and Arrival Rate Boundaries (15-Minute Periods) Under Reduced Rate Conditions

